

# Summary of your feedback on Southern Connections Stage 2: FN32 Network between Māngere- Ōtāhuhu and Sylvia Park



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## Summary

Auckland Transport (AT) is delivering new bus, walking and cycling facilities on Mount Wellington Highway, Meadow Street, Church Street, and Avenue Road in Ōtāhuhu as part of the Southern Connections programme.

We consulted on the proposal for these facilities from 6 November to 26 November 2017 and received 81 submissions in total.

### Key points in feedback

The major findings from the public feedback are as follows:

- separated cycleways on both sides of Avenue Road (Option 1) are more popular among submitters (43% preferred) than a shared path in front of the shops on the northern side (Option 2; 21% preferred)
- 60% of submitters would use the improved walking and cycling facilities (27% wouldn't)
- 45% of submitters would use the bus route (41% wouldn't).

Key themes in the comments include that submitters:

- like that the proposal improves walking and cycling facilities (23 submitters)
- prefer separated cycleways on both sides of Avenue Road (Option 1) because they are safer (19).

The most common concerns or features of the proposal that submitters don't like are:

- that the proposal reduces road space for cars, and this may increase congestion (12 submitters)
- that parking removal should be avoided or minimised (12).

### Outcome of consultation

We will proceed with construction on the Mount Wellington Highway, Meadow Street and Church Street sections of the project area, as proposed.

Following consultation, we have made the following changes to the Southern Connections Stage 2 proposal:

- Flush medians around bike lane separators on Avenue Road will be widened to provide additional separation from parked vehicles;
- The southbound traffic lane on Church Street will be narrowed from 5.9m to 4.2m, through use of a flush median;
- Side islands with low level planting will be added to all the speed humps along Church Street and Meadow Street;
- Lowered kerbs to allow pedestrians to cross will be added on Church Street near the Luke Street/Church Street intersection, to allow east-west pedestrian movement;
- The speed hump on Luke Street, near to the Luke Street/Church Street intersection will be removed;

- The footpath outside the dairy on Mount Wellington Highway, near the Mount Wellington Highway/Meadow Street intersection, will be widened;
- The narrow, broken footpath on the western side of Mount Wellington Highway, near the Mount Wellington Highway/Meadow Street intersection, will be upgraded;
- Existing parking bays on the western side of Mount Wellington Highway, near the Mount Wellington Highway/Hillside Road intersection, will be upgraded;
- A 0.9m grass verge will be provided on the eastern side of Mount Wellington Highway, between Hillside Road and Ryburn Road, to provide additional separation between pedestrians and people on bikes, and traffic;
- To accommodate the kauri trees on the eastern side of Mount Wellington Highway, the front verge is lost, and the path will instead curve around the trees; and
- We are retaining as much of the hedges as possible by the Mount Wellington Highway/Clemow Drive/Monahan Road/Vestly Drive roundabout.

As we received limited feedback from people who would be directly affected by the proposed developments on Avenue Road (residents and business owners), we have decided to leave this section and roundabout as it is currently. We will take more time to engage with local business owners and residents, and use their insights to determine an approach that makes this space work well for everyone.

## Next steps

Construction is expected to begin in late March 2018, and will start at the Mount Wellington Highway/Vesty Drive/Monahan Road intersection, progressing south through the project area.

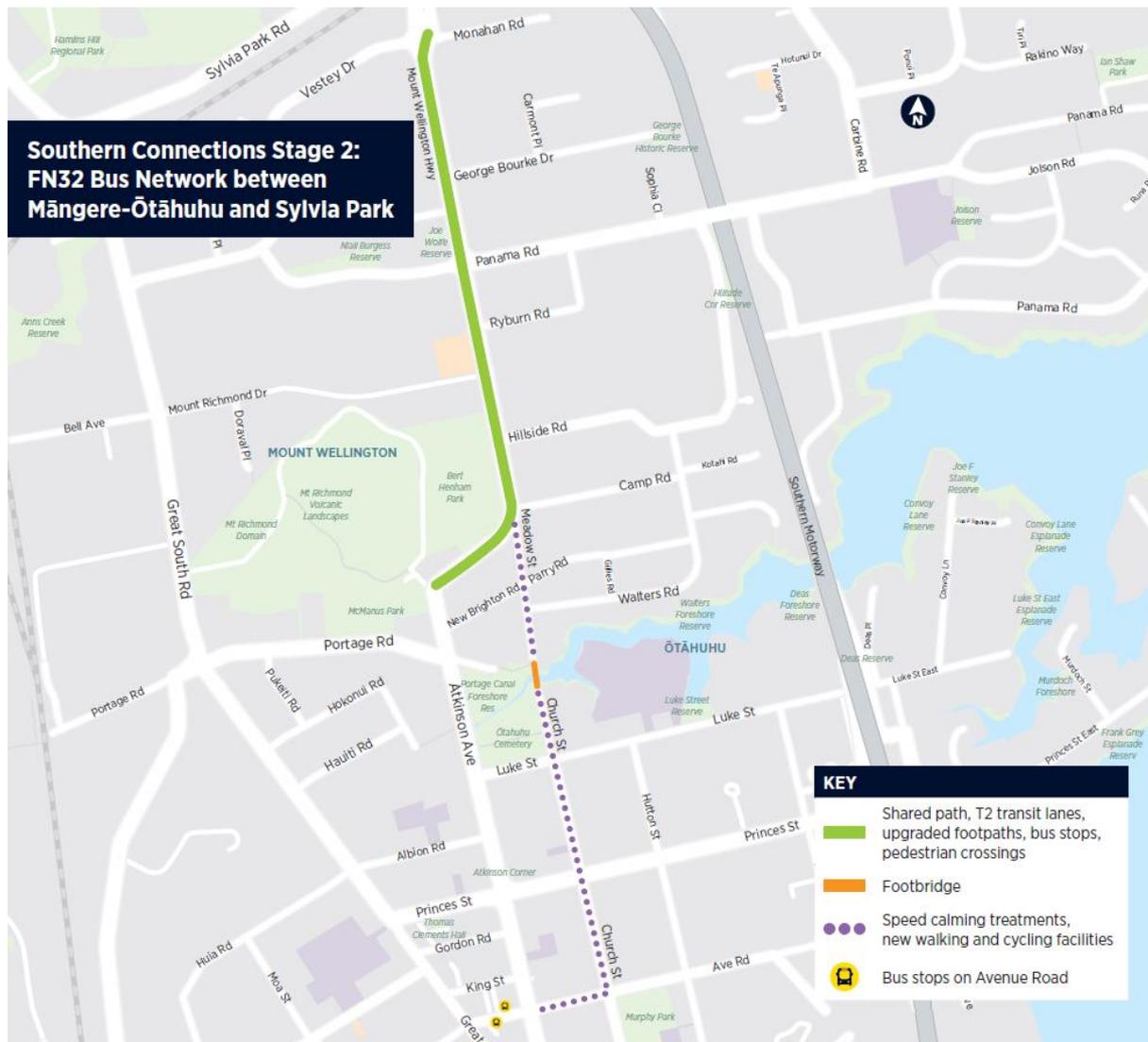
# Background

## Project information

Auckland Transport (AT) is delivering a series of ‘Southern Connections’ upgrades to provide better transport options between town centres in Māngere, Ōtāhuhu and Sylvia Park.

The Southern Connections Stage 2 project covers most of the route from Ōtāhuhu town centre to Mount Wellington. It includes upgrades along Mount Wellington Highway from the Monahan Road/Vestey Drive intersection to the Atkinson Avenue junction, as well as along Meadow Street, along Church Street to Avenue Road, and along Avenue Road between Church Street and Atkinson Avenue.

The main features of Stage 2 are transit lanes, new and upgraded bus stops, and walking and cycling facilities. As well as enhancing walking, cycling and public transport safety and accessibility, the upgrades will improve travel times and reliability for public transport users along the route.



## Context

Safe, easy-to-use transport options are vital for liveable communities. Currently, public transport between Māngere, Ōtāhuhu and Sylvia Park town centres is unreliable and time-consuming, and the road network suffers from congestion. A lack of dedicated cycling facilities and pedestrian crossing facilities also limit people wanting to walk or cycle through the area.

Ōtāhuhu is a thriving town centre, and will experience significant growth over the next 30 years. To prepare for this, we're providing more transport options to help people move to and from other areas nearby, and get to and from Ōtāhuhu Station.

The Southern Connections upgrades follow the new Frequent Network 32 (FN32) bus route, introduced as part of the [New Network for South Auckland](#) in October 2016. The FN32 bus currently runs four times per hour, to cater for current demand, and may increase to six times per hour as demand increases in future.

Stage 1 of the Southern Connections project will provide new and upgraded bus, walking, and cycling facilities in Māngere and Ōtāhuhu on Walmsley Road, Atkinson Avenue, Mangere Road, and Avenue Road. This stage was consulted on in early 2017 (see [at.govt.nz/southern-connections](http://at.govt.nz/southern-connections) for more information) and is currently under construction.

Stage 2, the focus of this report, will extend these facilities from Ōtāhuhu town centre to the intersection of Mount Wellington Highway, Monahan Road and Vestey Drive in Mount Wellington.

Stage 3 of the Southern Connections project will provide upgraded facilities for pedestrians, people on bikes, and public transport users along Massey and Māngere Roads.

The final section of the FN32 route, linking the Southern Connections project through to Sylvia Park, is planned for development as part of a separate programme in 2019/2020 (pending approval and funding).

In addition to the Southern Connections/FN32 programmes, Auckland Council and AT are investigating improvements to the Ōtāhuhu area as part of the Ōtāhuhu town centre upgrade. This project was consulted on in mid-2017 – further information is available on the [project webpage](#).

Once the upgrades are complete, they will provide those in the area with safe, reliable transport options to and from southern town centres and facilities such as Middlemore Hospital and Auckland Airport.

## Proposed improvements

We proposed the following improvements for Southern Connections Stage 2:

### **Mount Wellington Highway**

- a new shared path on the eastern side of the road, from the Mount Wellington Highway/Monahan Road/Vestey Drive intersection to Camp Road

- an upgraded footpath on the western side of the road, from Ryburn Road to Camp Road
- new T2 transit lanes for buses, trucks and cars on both sides of the road, from Ryburn Road to Camp Road
- upgraded bus stops on both sides of the road, outside 640, 525, 593 and 500 Mount Wellington Highway
- new bus stops outside 645 (relocated from the existing bus stop 20 metres away) and 590 Mount Wellington Highway (relocated from outside 586 Mt Wellington Highway)
- upgraded pedestrian crossing facilities, signalised to improve safety



### **Meadow Street**

- two speed humps along the road to slow cars down and make it safer for people to walk and cycle

### **Church Street**

- four speed humps along the road between the pedestrian footbridge and the Princes Street intersection
- priority at the Luke Street intersection to be given to vehicles (including bikes) travelling on Church Street
- speed tables on Luke Street, on either side of the Church Street intersection
- a Copenhagen-style cycleway separated from traffic by low concrete barriers and gardens on the western side of the road, and a separated cycleway on the eastern side of the road, from Princes Street to Avenue Road.



## Avenue Road

We identified two different options for Avenue Road walking and cycling facilities:

- Option 1: Protected cycleways on both the northern and southern sides of the road
- Option 2: A shared path in front of the shops connecting to a protected cycleway along the residential section on the northern side of the road, and a protected cycleway on southern side of the road.



See the [project webpage](#) for indicative design images and the full updated design plans.



# Consultation

We consulted on the proposed facilities from 6 November to 26 November 2017.

## Activities to raise awareness

To let you know about our consultation, we:

- sent brochures, including feedback forms, to 8472 residences and businesses in and around the project area
- distributed brochures to local businesses through the Ōtāhuhu Business Association
- set up a project webpage and an online feedback form on our website
- promoted the consultation through our social media channels, including Facebook, Twitter and Neighbourly
- placed advertisements in the Manukau Courier newspaper on Thursday 9 November and Tuesday 14 November
- held two public drop-in days at Ōtāhuhu Library on Wednesday 15 November and Saturday 18 November
- visited directly affected homes along Church Street, and businesses throughout the project area.

## Giving feedback

We asked what you think about the project, whether you would use the bus route, the improved walking and cycling facilities, and which cycleway option you preferred for Avenue Road. We also asked if you had any other comments or suggestions about the project.

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See [Attachment 1](#) at the end of this report for a copy of the feedback form.

# Your feedback

## Overview

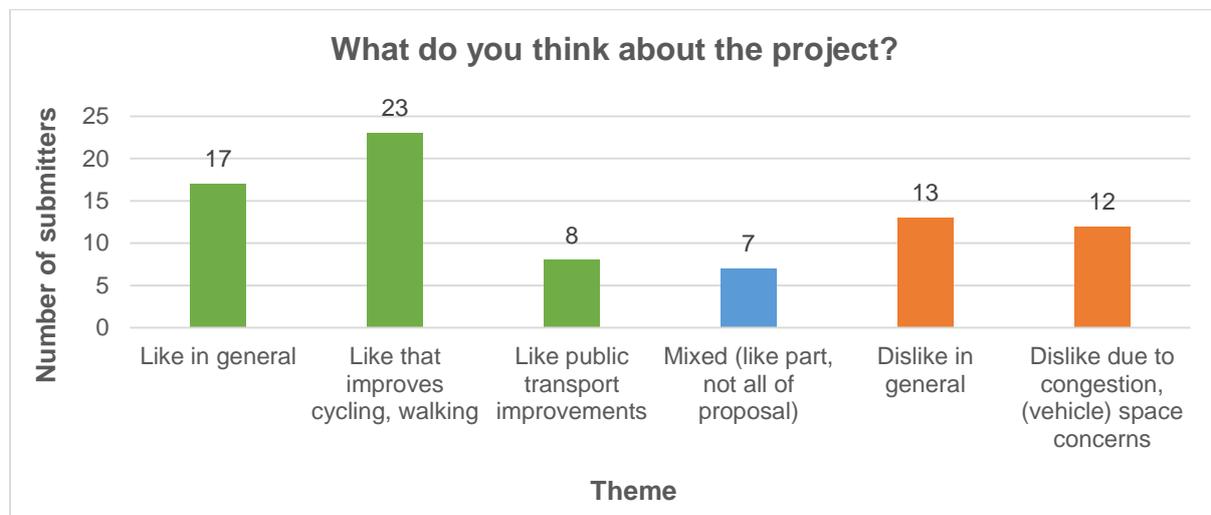
We received public feedback on the proposal from 80 submitters.

- 68 of these were submitted online and 11 were submitted using the freepost feedback form. We received 1 submission via email, as well as some additions to existing submissions.
- We also received informal feedback from local residents and businesses at the public drop-in sessions.

We have analysed the public feedback to identify key themes, which are outlined below. All suggestions and our responses to these are tabled in the [‘Design suggestions’](#) section.

The Ōtāhuhu Business Association also submitted on the proposal. Their feedback has been summarised in the [‘Other submissions’](#) section and their suggestions included in the [‘Design suggestions’](#).

## General comments on proposal



Based on 80 submissions. Submissions may be counted in more than one theme.

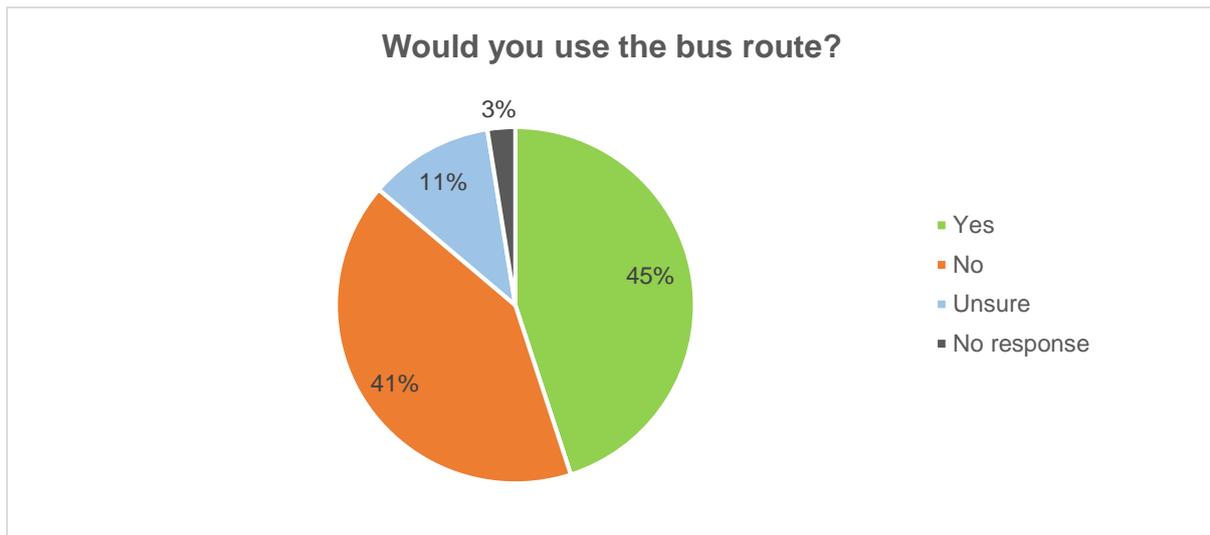
The most common general theme in the feedback is support for improving walking and cycling facilities in the area (23 submitters). A few submitters also commented that they like the public transport improvements (8). The main reason identified why some submitters do not like the project as a whole is due to concerns that it will reduce space for cars and other vehicles and cause congestion (12 submitters).

*“Great! Regularly cycle in the area but it’s not a friendly environment for bikes, your proposals make it safer and a lot more attractive to people walking and on bikes.”*

*“Great to improve public transport: less cars on the roads; increase value of Otahuhu area.”*

*“It’s a crowded route, and streets like Church St are already narrow and crowded. Adding T2 or Cycle lanes will make it more so.”*

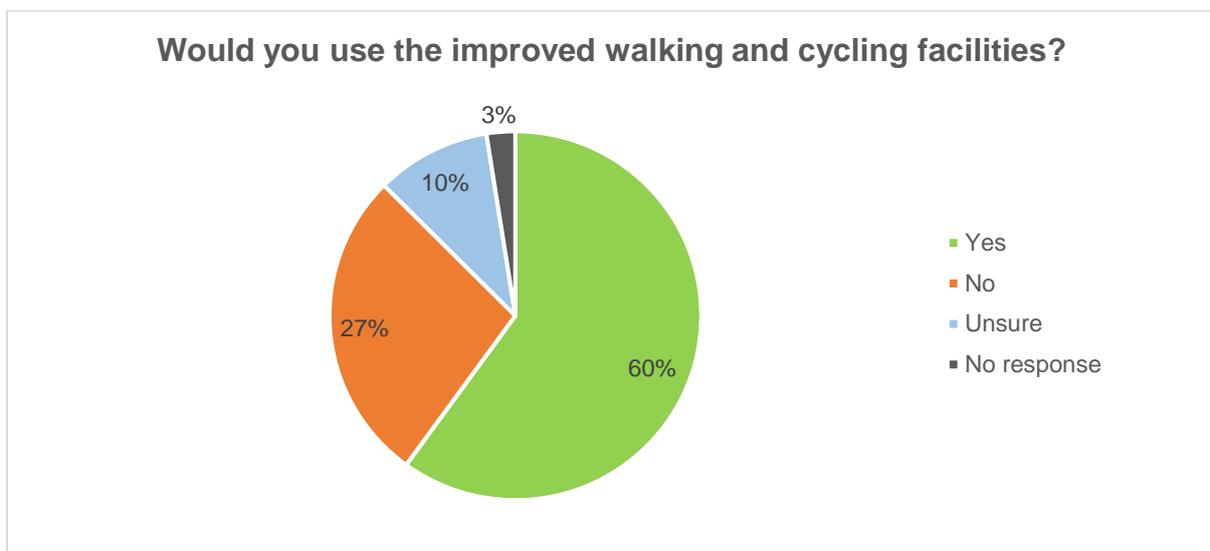
## Bus route use



Based on 80 submissions. Submissions counted in one category only.

Similar numbers of submitters said they would use the bus route (45%) as would not use the bus route (41%). An additional 11% are unsure.

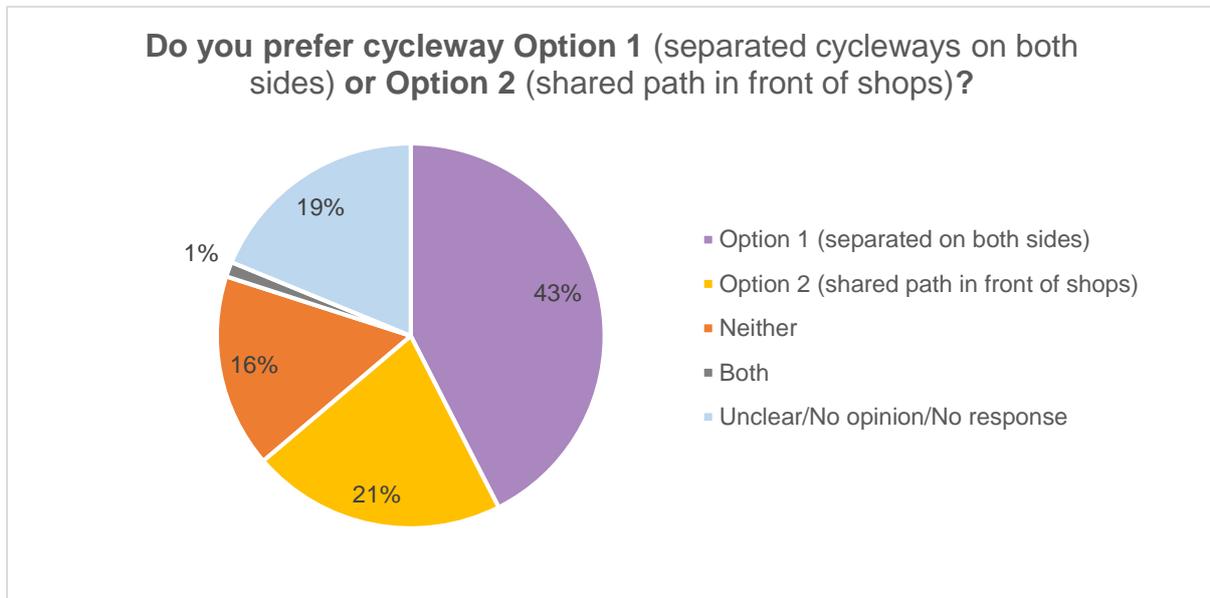
## Walking and cycling facilities use



Based on 80 submissions. Submissions counted in one category only.

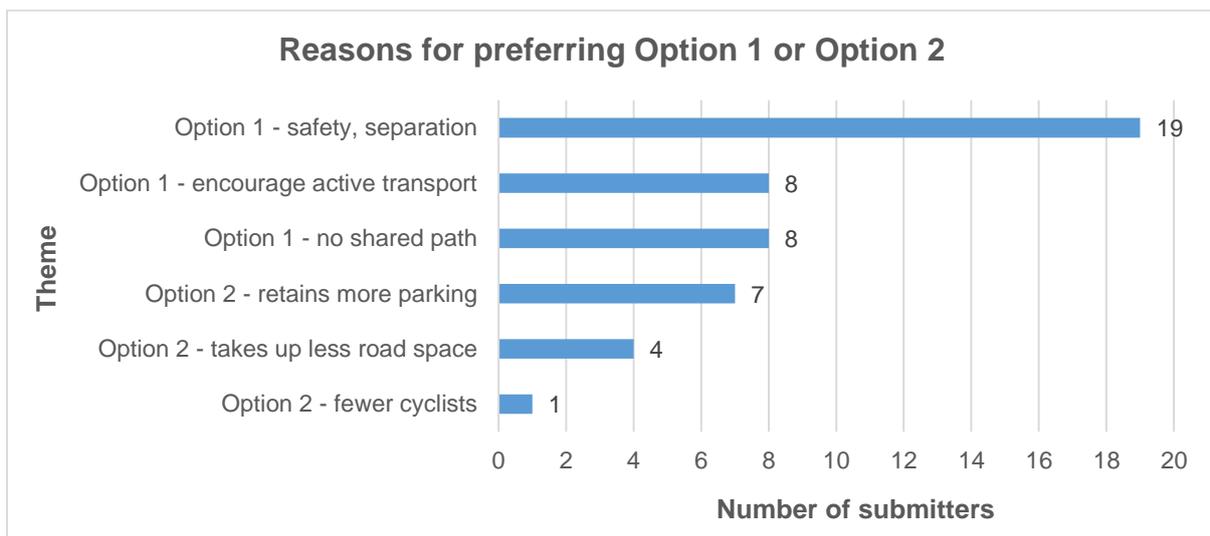
Nearly two thirds of submitters said they would use the improved walking and cycling facilities (60%). Only 27% said they would not, with 10% unsure.

## Avenue Road cycleway options



Based on 80 submissions. Submissions counted in one category only.

The separated cycleway option for Avenue Road (Option 1) is more popular among submitters (43% prefer) than the shared path (Option 2; 21% prefer). 16% of submitters want neither option, while 1 submitter would be happy with both.



Based on 80 submissions. Submissions may be counted in more than one theme.

The main theme in the comments on the Avenue Road cycleway options is that Option 1 is safer than Option 2 (19 submitters). Other reasons for preferring Option 1 include that it is more likely to encourage walking and cycling (8 submitters), and that they don't want a shared path (8). Option 2 was preferred by submitters concerned about retaining parking by

the shops (7 submitters) or about minimising the amount of road space given over to cyclists (4).

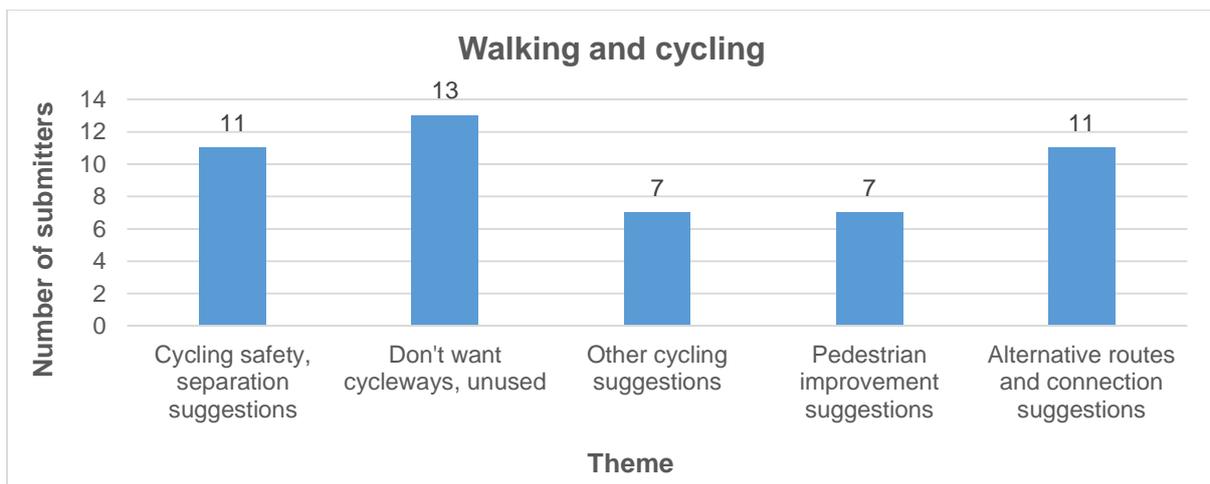
*“You must build proper cycleways separated by bollards or whatever, or we’ll get run over by trucks driving in the cycle lanes. Make it safe enough for children to use, then you know you’ve done it well.”*

*“Option one, to encourage cycling among school kids and other users.”*

*“Option two as a lot of cars park on the north side of Avenue Road by the shops. The shops will be unhappy with the removal, so having a cycle lane while retaining parking is the solution.”*

## Design comments and suggestions

### Walking and cycling suggestions



Based on 80 submissions. Submissions may be counted in more than one theme.

Submitters made a number of suggestions relating to cycling, particularly around separation (11 submitters), and possible cycling connections or alternative routes (11). 13 submitters suggested not installing cycleways at all in some or all streets. We also received a few suggestions to improve the route for pedestrians (7 submitters).

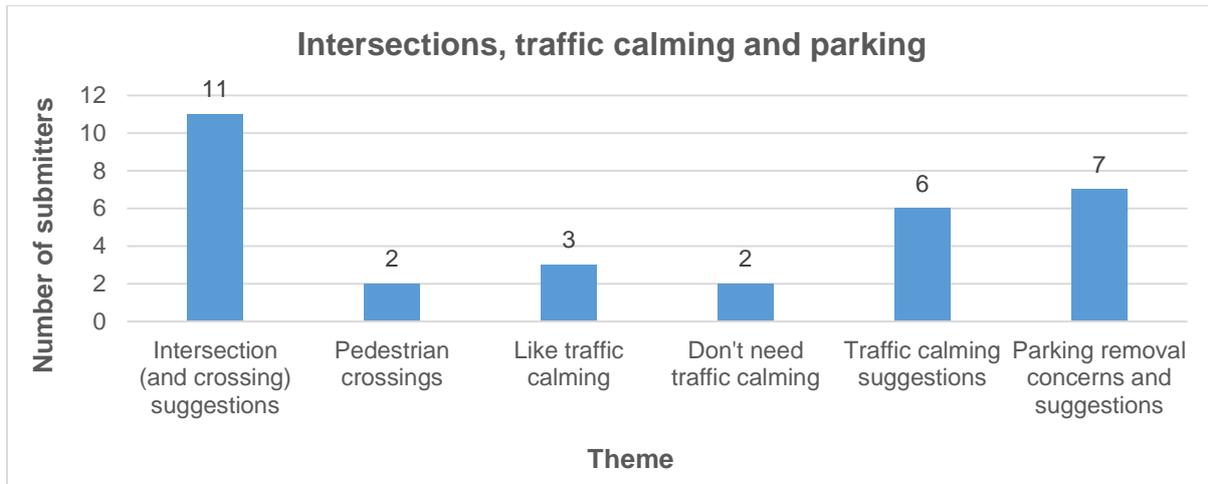
*“Given that berm is public land (and we all detest mowing our berms) flip those berms into graded separated cycle ways.”*

*“Silly idea, just by building more cycle ways will not get more people out of their cars.”*

*“Probably connecting Otahuhu Station would be ideal for connecting the train to local areas safely.”*

*“There is little in the way of pedestrian safety in the proposed design.”*

## Intersections, traffic calming and car parking themes



Based on 80 submissions. Submissions may be counted in more than one theme.

11 submitters suggested specific changes to the proposed intersection designs, mainly relating to pedestrian and cyclist safety. Several submitters are concerned about parking removal (7) and 6 submitters suggested changes to the traffic calming measures proposed.

*“The Meadow Street/Mt Wellington Highway tie in needs to be seriously redesigned with additional traffic calming, although I support the kerb buildout.”*

*“The removal of car parks along church street is ill informed – while many places have off street parking, the road is full up with the church and sport users in the weekends; many who park on the grass verges.”*

## Bus and transit lane themes



Based on 80 submissions. Submissions may be counted in more than one theme.

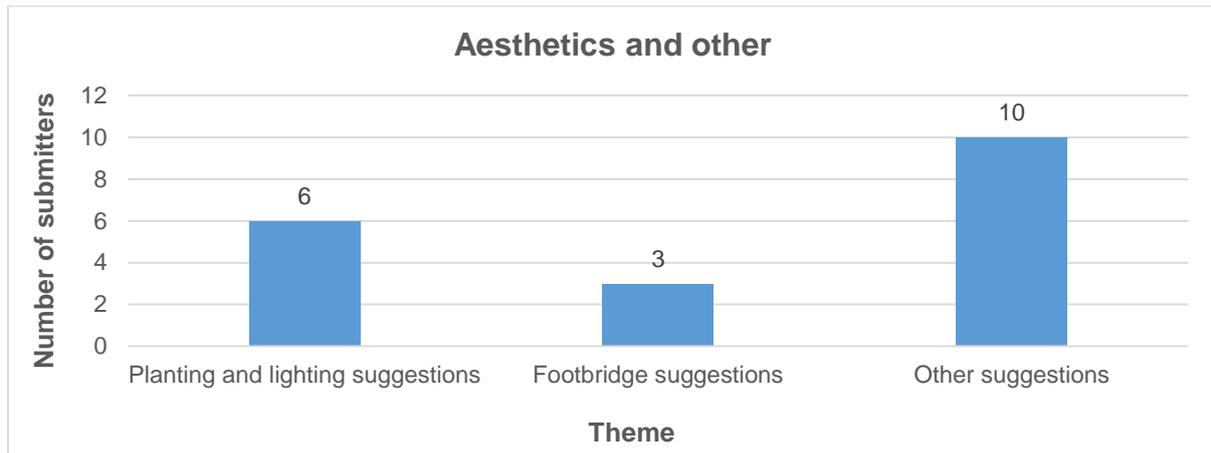
Relatively few submitters commented on the bus changes and transit lanes. Those who did are split between those who support the proposed changes and those who do not want the changes. 6 submitters made suggestions relating to the proposed transit lanes.

*“My husband and I often drive along FN32 and find the T2 lane helpful.”*

*“I already use the 32 bus almost daily, and I have found that there are only ever 2-5 people on it at a time. I already think this route has a great amount of buses on it.”*

*“I also do not understand why the transit lanes stop after Ryburn Road and believe they should continue until the extent of works at Clemow Drive.”*

## Aesthetics and other themes



Based on 80 submissions. Submissions may be counted in more than one theme.

We also received some suggestions on the aesthetics of the route and proposed design, as well as various comments on our consultation methods and wider transport issues.

*“I would like to see effort put into improving the streetscape of the cycle/walking facilities too - trees, lighting, under grounding services etc.”*

*“The bridge definitely needs an upgrade, as does the stinky swamp beneath.”*

*“You haven't actually consulted businesses that will be affected by the cycleways.”*

*“Spend \$ on fast rail connection between Downtown and Airport.”*

## Other submissions

In addition to public feedback, we received a submission from the Ōtāhuhu Business Association. Their feedback is summarised below and their suggestions have been responded to in the [‘Design suggestions’](#) section.

### Ōtāhuhu Business Association

The Ōtāhuhu Business Association (OBA) expressed concerns over the impact of the proposal on businesses along Avenue Road and about parking removal in general. The OBA prefers Avenue Road Option 2 – shared path in front of the shops on the northern side because they believe there are, and will continue to be insufficient numbers of people cycling in the area to justify removing car parking. The OBA believes the proposal will affect the future viability of the Avenue Road businesses and that this has not been taken into consideration.



## Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback in the table below.

Design suggestion in feedback	AT response
<b>Walking and cycling</b>	
<p><b>General walking and cycling</b></p> <ul style="list-style-type: none"> <li>• Upgrade walkway/footpaths, no need for cycleways               <ul style="list-style-type: none"> <li>- many more people walking in Ōtāhuhu than cycling</li> </ul> </li> <li>• Footpath too narrow on Mt Wellington Highway between Meadow St and Ryburn Rd, should be replaced and improved               <ul style="list-style-type: none"> <li>- important walking route to Mt Richmond Shopping Centre; difficult for prams and wheelchairs to navigate</li> <li>- remove parking bays, mainly used by people selling cars</li> </ul> </li> <li>• Walking improvements unnecessary               <ul style="list-style-type: none"> <li>- on Meadow St, not many people walking</li> <li>- along route; already a good footpath and few people use it</li> </ul> </li> <li>• Not enough cyclists to justify the investment/on a busy route such as this one               <ul style="list-style-type: none"> <li>- query justification for investment for the benefit of how many cyclists year-by-year</li> <li>- won't get people out of cars; happy with status quo and driving</li> <li>- Te Horeta Rd cycleways unused</li> <li>- no more than 10 cyclists per week using Church St; current layout fine for cycling</li> <li>- few people cycle in Ōtāhuhu because connector roads too unsafe</li> </ul> </li> <li>• Amend design to address all community factors rather than plonking in Copenhagen model</li> <li>• Make Ōtāhuhu more pedestrian-friendly by removing parking</li> <li>• Proposal doesn't include enough changes to improve pedestrian safety, e.g. traffic calming</li> </ul>	<p>The main aim of this project is to improve bus journey reliability and travel time. However, while making these developments, it is cost effective for us to implement walking and cycling improvements at the same. Support for improved cycling infrastructure was one of the most popular requests when AC undertook consultation on the Auckland Plan, and AT's cycling programme is addressing this. The true benefits of this development will come when walking and cycling infrastructure is connected and continuous, and further links to this project will be progressed in future years.</p> <p>The footpath on the eastern side of Mount Wellington Highway between Niall Burgess Road and Camp Road will be upgraded to a shared path which will provide improved pedestrian facilities, including flush crossings to allow easy access for people in wheelchairs or with prams.</p> <p>We are not removing parking bays on the western side of Mount Wellington Highway, as these are used by people using the parks and sports grounds nearby, however we have passed on this feedback about car sales on the road to our Operations team.</p> <p>A key aim of this project is to give people travel choices. The manufacturing businesses around Otahuhu are important to the national economy, and employ over 130,000 people. Local bus routes and walking and cycling facilities are being improved now, to help the district operate and to plan for later growth.</p> <p>This project aims to improve cycling connections between south Auckland town centres. We recognise that more and better cycling infrastructure is required to make cycling an attractive travel choice for many. However, this project prioritises Mount Wellington Highway, as it is a busy arterial road</p>

Design suggestion in feedback	AT response
	<p>that serves lots of people, and provides cycling facilities on Church Street to allow people a quieter, alternative route.</p> <p>Te Horeta Road cycleway has helped some high confidence cyclists, however, for numbers to grow significantly, Auckland needs a connected cycling network that people feel safe using. New cycling infrastructure in the city centre has seen cycling numbers grow significantly, but it will take some years to construct a wider network. Plans are underway to further develop cycling infrastructure throughout South Auckland.</p> <p>While the aim of this project is to allow people a choice in how they travel, the adjacent Ōtāhuhu Town Upgrade project will issues affecting the local community, such as safety, the use of public spaces, rubbish and lighting. This project aims to make Ōtāhuhu more pedestrian-friendly by removing some parking, implementing speed calming treatments and improving footpaths and crossings.</p>
<p><b>Cycling separation and safety</b></p> <ul style="list-style-type: none"> <li>• Suggest separated cycleways along Mt Wellington Highway             <ul style="list-style-type: none"> <li>- along Mt Wellington Highway; looks to be enough space, remove flush median, use berm</li> <li>- shared path insufficient, shared path won't be used, is hostile for both cyclists and pedestrians, there are too many obstacles for a shared path, especially along a commuter route</li> <li>- route should be appropriate for pedestrians and cyclists from 8 to 80 years old</li> <li>- bus stops should be 'floating'</li> </ul> </li> <li>• Separated cycleways should be default throughout Auckland, design doesn't prioritise cyclists enough</li> <li>• Separator suggestions             <ul style="list-style-type: none"> <li>- don't like concrete separators, prefer red markers as in Te Atatū</li> <li>- cars can and do park over concrete separators, e.g. on Orly Ave in Māngere, more dangerous than having no cycle lanes</li> <li>- Copenhagen lanes on Church St are good, could be used elsewhere in project</li> <li>- use concrete planters with local flowers to give unique identity, involve at-risk youth or people out of work</li> <li>- concrete separators are dumb, they block up the roads and people park on them in Māngere</li> </ul> </li> <li>• Suggest shared paths along Church St</li> </ul>	<p>The Mount Wellington Highway section of this project prioritises transit lanes, and given the space these require, separated cycleways are not feasible in this area. There is however, sufficient space for a shared path to serve both pedestrians and people on bikes.</p> <p>We asked Aucklanders about cycling, and many responded that they would like to cycle more often, but were concerned about their safety when riding near vehicles. As roads get busier, particularly with trucks and with high speed traffic, fewer people feel happy about riding a bike. This project uses protected cycle lanes on Church Street and a shared path on Mount Wellington Highway to protect cyclists where traffic volumes are highest, and traffic calming to reduce speeds in Meadow Street, where traffic volumes are lower.</p> <p>Shared paths are separated from traffic and ideal for family groups. They fare well against illegal parking in comparison to cycle lanes, as a raised kerb line is difficult for cars to drive over, and they have little effect on the road. A shared path is a reasonable option in Mount Wellington Highway, as the alternative (a pair of on-road protected lanes) requires more road width and cost than this bus priority project can economically justify.</p> <p>Berms have been added to visual appeal and provide natural drainage. We are also including berms in this design as they provide additional separation between Mount Wellington Highway and the shared path.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>- to reduce risk of people parking across cycleways; with solid separation from road; means can retain parking on both sides; works in Mission Bay</li> <li>• Replace berms with cycleways; no one likes mowing them</li> <li>• Suggest 'bike street' (Dutch/German-style) approach on Church St between Princes St and Luke St; also on Meadow St to provide consistency along route             <ul style="list-style-type: none"> <li>- <i>"lane markings would be narrowed and aligned to optimize central bike positioning in the cross-section, where motor vehicles are forced to "straddle" lanes. Preferably, the central lanes would be surfaced/painted to appear like wide on-road cycle lanes (thereby giving real effect to the sharrow symbols). This makes clear that motor vehicles are also guests in the street space. On-street car parking may be retained, and speed bumps may or may not be necessary (and if they are deployed, then only with bike bypasses). Buildouts to deviate linear traffic movement may be useful. In such an alternative streetscape, priority on the road becomes shared mainly by de-escalating surplus car priority that is provided by design. Despite the "bike street" name, bikes also remain "guests" in the space because they will continue to be subject to path conflicts with motor vehicles while being more vulnerable."</i></li> </ul> </li> <li>• Sharrows             <ul style="list-style-type: none"> <li>- pointless, don't improve cyclist safety, road design far more important</li> <li>- should instead be a symbol of a bike and car (show sharing road)</li> </ul> </li> <li>• Standardise cycle symbol, contractors can't fix faded symbols because there are too many different versions/stencils</li> <li>• Prioritise improvements to the road surface and the Ōtāhuhu cemetery bridge (currently make cycling difficult along this route)</li> <li>• Provide safe bike parking, currently can't park it anywhere due to fear of it being stolen</li> </ul>	<p>The traffic volumes in Church Street north of Princes Street are low, meaning additional work to create a narrower "bike street" would be largely aesthetic and therefore beyond the budget for this particular project.</p> <p>Sharrows are included in this design as they encourage cyclists to position themselves safely on the road, and alert motorists to the presence of cyclists. Sharrows are standardised throughout all AT projects, and our maintenance team repaints all road markings as necessary.</p> <p>Upgrading the road surface is outside the scope of this project, but this area is included in routine inspections, and damage to the road surface will be repaired as necessary.</p> <p>This project includes improvements the bridge between Church Street and Meadow Street, by increasing the width and providing upgraded fencing and new lighting. This offers people a quieter cycling route than using Atkinson Avenue, and in future years will connect to improved paths in the reserve. Construction of the bridge is likely to occur in a later project, after agreements with Watercare have been completed.</p> <p>Bike parking will be considered during the design of Avenue Road section, and be located near to the existing bus station. Bike stands will also be provided in at most intersections as part of the Ōtāhuhu Town Upgrade project, which focuses on Great South Road, from Princes Street to Atkinson Avenue, and Station Road and Mason Avenue.</p>
<p><b>Avenue Road cycleway</b></p> <ul style="list-style-type: none"> <li>• Concerns drivers will park over path             <ul style="list-style-type: none"> <li>- option 1 reduces risk of parking on shared path</li> <li>- option 2 less risk of parking over cycleway</li> <li>- drivers likely to park over either option to run into shops, because no close enough options</li> <li>- ensure separators prevent parking over path</li> </ul> </li> <li>• Parking on north side currently chaotic, full of near missed, double-parking; good to remove (Option 1)</li> </ul>	<p>We acknowledge that there are positive and negative aspects to each option for the Avenue Road section of this project. These were developed to offer different approaches for assisting pedestrians and people on bikes, and different levels of parking. Option 1 (protected bike lane and parking reduction) proved more popular with those who provided feedback than Option 2 (shared path and little parking reduction). However, as this section of the project directly affects parking on Avenue Road, we want to ensure that those directly affected (local residents and business owners) have a chance to participate in decisions surrounding the final design. As we received limited feedback from these people, we have decided to leave</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>• Prefer option 1 but retain sufficient space for general traffic lanes</li> <li>• Option 1 better because               <ul style="list-style-type: none"> <li>- safer for children, commuters, pedestrians</li> <li>- better for encouraging less confident cyclists and getting people to switch modalities</li> <li>- shared paths are dangerous; pedestrians (especially older people, disabled, children) most vulnerable so shouldn't have to share with cyclists; lots of young children here; pedestrians take up full width of path, too busy an area to share; cyclists will just ride on the road</li> <li>- intersections and vehicle crossings more difficult for cyclists to navigate from shared paths than from separated cycleways; concerns around who has priority</li> </ul> </li> <li>• Option 2 better because               <ul style="list-style-type: none"> <li>- street not wide enough for two separated cycleways; heavy traffic area; would increase congestion</li> <li>- retains more parking overall/close to shops; not enough people on bikes to justify removing parking; removing parking will have big impact on/destroy businesses; lots of people park here; need disability- and child-friendly parking access to shops; washing is heavy to have to carry across road to laundromat</li> <li>- will have fewer cyclists</li> </ul> </li> <li>• Not enough space on Avenue Rd, leave as is</li> </ul>	<p>this section and roundabout as it is currently. We will take more time to engage with local business owners and residents, and use their insights to determine an approach that makes this space work well for everyone.</p>

Design suggestion in feedback	AT response
<p><b>Alternative routes and connections</b></p> <ul style="list-style-type: none"> <li>• Connect cycleways               <ul style="list-style-type: none"> <li>- to Ōtāhuhu train station</li> <li>- to Westfield train station (and reopen station)</li> <li>- to path along motorway</li> <li>- to Sylvia Park</li> </ul> </li> <li>• Extend walking and cycling facilities               <ul style="list-style-type: none"> <li>- beyond Panama Road</li> <li>- to Clemow Drive</li> <li>- beyond the motorway underpass, not very pleasant for pedestrians or people on bikes to pass through</li> <li>- to connect to Great South Rd cycleway which currently ends at Bairds St intersection</li> </ul> </li> <li>• Add cycling facilities (shared path) on Great South Rd between Portage Rd and Sylvia Park Rd, lots of commuters</li> <li>• Prefer alternative route               <ul style="list-style-type: none"> <li>- through Ōtāhuhu town centre, avoiding Ngaio St, if there were space (have to cross four lanes of traffic to get into Ngaio St when heading north on Great South Rd)</li> <li>- along Station Rd to Great South Rd then along Princes St; Mason Ave too congested, fix congestion near fish shop on Princes St</li> </ul> </li> </ul>	<p>The primary aim of this project is to provide facilities for buses running from Ōtāhuhu to Sylvia Park. AT also has cycling programmes to help grow Auckland's cycling network and encourage new users, including a 10-year programme around city and town centres, railway stations and day-to-day improvements to the existing network.</p> <p>The Ōtāhuhu Town Upgrade project, which focuses on Great South Road, from Princes Street to Atkinson Avenue, and Station Road and Mason Avenue will provide walking and cycling connections from Ōtāhuhu's town centre to the Ōtāhuhu Station. Other connections suggested are appreciated and will be shared with the transport planner developing the bike network locations. These are outside of the scope of this project, but will be considered in the future.</p>
<b>Intersections and crossings</b>	
<p><b>All intersections along route</b></p> <ul style="list-style-type: none"> <li>• All speed tables should look like continuous footpaths and be flush with kerb to encourage drivers to give way to pedestrians</li> </ul>	<p>This shared path design includes kerb lines into side roads, with grass verges and slight ramps, to clarify that the cyclist is crossing a road and should wait for a safe gap in traffic.</p> <p>Cars have right of way on roads. Paths that visually indicate that cyclists can cross roads immediately without stopping could lead to collisions. Pedestrians and cyclists need to know that they must give way to traffic to ensure their own safety</p> <p>In the current design the give-way use is clear, while still providing flush cycling and walking facilities.</p>
<b>Church St intersections</b>	

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>• Church St/Avenue Rd roundabout               <ul style="list-style-type: none"> <li>- change to Dutch design to properly accommodate all road users</li> <li>- shared paths with narrow pinch points on the corners seems unsafe; shared paths even more dangerous at intersections than elsewhere; design is unworkable</li> <li>- pedestrians and cyclists need separated paths through</li> <li>- sharrows dangerous here</li> </ul> </li> </ul>	<p>The proposed roundabout design lowers vehicle speed, meaning that in the event of a collision, severity of any injury is likely to be reduced. This design also caters for turning school buses that serve the many schools in the area.</p> <p>Providing wider paths at the roundabout 'corners' would require land purchase. The decision for this location is to leave the roundabout as it is until land purchase can be explored further.</p>
<ul style="list-style-type: none"> <li>• Church St/Princes St               <ul style="list-style-type: none"> <li>- traffic signal phasing dangerous; cars often run red lights while pedestrians are crossing; Church St traffic doesn't always give way to pedestrians; change phasing so pedestrians cross on eastern side while straight through traffic on Princes St going east has a red and only right-turning traffic into Church St south is moving</li> <li>- add turning arrows to improve pedestrian safety</li> <li>- good to retain no right turn into Church St</li> <li>- needs to provide for cyclist movements in all directions (not advanced stop boxes which don't provide for less confident cyclists)</li> </ul> </li> </ul>	<p>Auckland Transport Operations Centre has examined the alternative signal phasing/lane arrangement suggested and determined that the current phasing/lane arrangement best caters to both traffic and pedestrians. However, the new timings for the bike crossings will increase the protection for pedestrians and cyclists helping improve pedestrian safety.</p> <p>The main focus of this project is to improve cycling facilities for those travelling north/south. The cycle crossings added to the Princes Street/Church Street intersection provide a north/south route that uses quiet roads and protected bike lanes. Assisting cyclist movement east/west is not a priority of this project, however we have included advance stop boxes on Princes Street as a minor improvement that will assist confident cyclists travelling east/west, and highlight the presence of cyclists to motorists.</p>
<ul style="list-style-type: none"> <li>• Church St/Luke St               <ul style="list-style-type: none"> <li>- shift stop sign markings to behind speed tables to slow motorists earlier and encourage them to give way to pedestrians before moving slowly forward to achieve decent sightlines</li> <li>- pram crossings on southern corners should enable crossing directly over Church St; proposal would force people with prams/wheelchairs/bikes to walk into Luke St traffic to cross Church St on south side of intersection; pedestrians will always choose shortest route so should be facilitated</li> </ul> </li> </ul>	<p>The design of the speed tables on Church Street and Luke Street will be improved to include pram crossings on the south side.</p> <p>Currently, traffic moving from east to west has the priority at this intersection. This project will change this priority to traffic moving from north to south, meaning stop signs will be removed Church Street and placed on Luke Street. In this design, the proposed stop control lines (line at stop sign describing where to wait) are located in a standardised location for consistency with the rest of the road network. Speed bumps are also included here to help to reduce speeds and the severity of any collisions, should they occur.</p>
<b>Mount Wellington Highway intersections</b>	
<ul style="list-style-type: none"> <li>• Meadow St/Mt Wellington Highway               <ul style="list-style-type: none"> <li>- kerb buildout good but need additional traffic calming measures at this intersection, dangerous because people speed down Mt Wellington Highway; traffic signal installation may be beneficial</li> </ul> </li> </ul>	<p>This primary aim of this project is to offer quicker, more reliable bus services. The new transit lanes will help buses travel with reduced congestion, and their effectiveness would be reduced if they were to wait at an additional signalised intersection.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>- this intersection will be difficult/unsafe for cyclists across traffic coming into Meadow St</li> <li>- cyclists need dedicated facilities because they have different timing and space needs than cars for getting across intersections; suggest separate queueing refuge/pocket allowing turns in both directions</li> <li>- add signalised crossing for pedestrians and cyclists to cross to other side of Mt Wellington Highway</li> </ul>	<p>Signalising Meadow Street and Mount Wellington Highway intersection isn't necessary for crossing Meadow Street, as it is a low volume road where speeds will be reduced by the revised kerblines that slow traffic. We are not providing dedicated cycling facilities on Meadow Street, due to the low speed and volume of traffic, but are providing speed calming treatments and Road markings to reduce traffic speeds and increase safety for people on bikes.</p>
<ul style="list-style-type: none"> <li>• Mt Wellington Highway/Camp Rd               <ul style="list-style-type: none"> <li>- proposal will make turning right out of Camp Rd onto Mt Wellington Highway more difficult</li> <li>- stop sign markings on Camp Rd should be located behind the raised table</li> </ul> </li> </ul>	<p>We recognise that this design will make emerging onto Mount Wellington Highway out of Camp Road harder at peak times (when transit lanes operational), however this is outweighed by the increased efficiency and decreased travel time for buses (which carry a large number of people). Motorists need to be able to see around corners at intersections, and pushing the stop control line back would make it harder to see, so stop signs will be installed in the position proposed.</p>
<ul style="list-style-type: none"> <li>• Mt Wellington Highway/Hillside Road               <ul style="list-style-type: none"> <li>- signalised midblock crossing south of this intersection should be moved and integrated with the intersection to provide signalised movements in all directions</li> </ul> </li> </ul>	<p>We are changing the existing zebra crossing south of the Hillside Road/Mount Wellington Highway intersection, which serves nearby bus stops and sports grounds, to a signalised pedestrian crossing. This will be safer for pedestrians, as with the proposed developments, they will need to cross four lanes of traffic rather than two. We are not installing any additional signalised crossings in this section, as this would slow down both traffic and buses, moving people along this busy arterial route.</p>
<ul style="list-style-type: none"> <li>• Mt Wellington Highway/Ryburn Rd               <ul style="list-style-type: none"> <li>- install signalised crossing or refuges for cyclists and pedestrians (including bus users) to cross Mt Wellington Highway (facilitating right turn out of Ryburn Rd)</li> </ul> </li> </ul>	<p>We are changing the existing zebra crossing south of the Hillside Road/Mount Wellington Highway intersection, which serves nearby bus stops and sports grounds, to a signalised pedestrian crossing. This will be safer for pedestrians, as with the proposed developments, they will need to cross four lanes of traffic rather than two. We are not installing any additional signalised crossings in this section, as this would slow down both traffic and buses, moving people along this busy arterial route.</p>
<ul style="list-style-type: none"> <li>• Mt Wellington Highway/Panama Rd/Niall Burgess Rd               <ul style="list-style-type: none"> <li>- build the kerb corner out to make intersection safer where the slip lane is being removed</li> <li>- very dangerous for cyclists; unsafe to navigate slip lanes and cyclists exiting Panama Rd will need to merge across one or more lanes to go straight or turn right; split signal phasing may make cyclist movements even more difficult; informal hook turns would be dangerous; remove all slip lanes; whole design is unsafe for cyclists and pedestrians and needs to be revisited</li> </ul> </li> </ul>	<p>At the Mount Wellington Highway/Panama Road/Niall Burgess Rd intersection, the kerb is being built out to the limit that is needed to maximise the width of the shared path, while still allowing for articulated trucks to turn the corner. We acknowledge that riding on-road through this intersection is only suitable for high confidence cyclists. This project provides an off-road alternative, allowing people with varying levels of confidence and experience to ride the route.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>• Mt Wellington Highway/George Bourke Drive               <ul style="list-style-type: none"> <li>- straighten speed table and refuge to better suit pedestrian desire lines</li> </ul> </li> <li>•</li> </ul>	<p>The position of the speed bumps near the Mount Wellington Highway/George Bourke Drive intersection helps to clarify which users have priority, and can encourage informal yielding by emerging drivers.</p>
<ul style="list-style-type: none"> <li>• Mt Wellington Highway/Clemow Rd/Monahan Rd/Vesty Drive roundabout               <ul style="list-style-type: none"> <li>- too busy to cycle through on a busy weekday</li> <li>- very dangerous; suggest Dutch roundabout or multi-stage signalised bike circuit</li> <li>- dangerous for people crossing slip lane from Mt Wellington Highway north into Clemow Drive</li> </ul> </li> </ul>	<p>This project ends near the Clemow Drive roundabout. Extending the route across Monahan Rd and along Clemow Drive is part of ongoing work and land purchase needed to connect to Clemow Drive and later with Sylvia Park.</p>
<p><b>Driveways and vehicle crossings</b></p> <ul style="list-style-type: none"> <li>• Generally, improve separation at driveways               <ul style="list-style-type: none"> <li>- to decrease speed and encourage drivers to check for cyclists</li> <li>- especially larger, commercial ones</li> </ul> </li> <li>• At 629 and at Mt Richmond entrance on Mt Wellington Highway               <ul style="list-style-type: none"> <li>- add speed table that looks like continuous footpath/cycleway</li> </ul> </li> <li>• At 500 Mt Wellington Highway               <ul style="list-style-type: none"> <li>- add a speed hump to the other side of the footpath as there is two-way traffic here</li> <li>- add speed table that looks like continuous footpath/cycleway</li> </ul> </li> <li>• At 511-517 Mt Wellington Highway               <ul style="list-style-type: none"> <li>- add speed table that looks like continuous footpath/cycleway</li> <li>- add pedestrian refuge (splitter kerbed island)</li> </ul> </li> </ul>	<p>Cyclists have right of way at all driveways. The route of the shared path across driveways is highlighted by a green coloured surface and white bike symbols to indicate priority. Speed tables and humps are not viable at certain locations as they would prevent adequate drainage, but the changes will slow vehicles down at large driveways, through the use of plastic speed humps being placed on one side of the shared path.</p>
<p><b>Pedestrian crossings (midblock)</b></p> <ul style="list-style-type: none"> <li>• Need midblock crossings               <ul style="list-style-type: none"> <li>- periodically along whole route</li> <li>- near 23-27 Avenue Rd (unsignalised)</li> <li>- on Church St between Avenue Rd and Princes St</li> <li>- on Mt Wellington Highway near # 629</li> <li>- on Mt Wellington Highway near # 505</li> </ul> </li> </ul>	<p>A key aim of this project is to facilitate movement of many people travelling north/south, through increased traffic efficiency, improved bus routes and new walking and cycling facilities. We are not proposing any additional crossings, as this would slow down both traffic and buses, which move many people along this busy arterial route.</p>
<p><b>Intersections near route</b></p> <ul style="list-style-type: none"> <li>• Atkinson Ave/Avenue Rd</li> </ul>	<p>The intersections mentioned are outside the project area. The areas being developed as part of this project approximately match the bus routes the project aims to support. Currently, the route ends in Avenue Road as the destination point of the town centre, however it is hoped that further</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>- should be included as part of this proposal; is gateway to route; concern that cycling improvements will be missed; safety improvements at intersections more important than along straight roads</li> <li>• Atkinson Ave/Luke St               <ul style="list-style-type: none"> <li>- install traffic signals to facilitate right turns out of Luke St onto Atkinson Ave (replace traffic signals near gas station which are in the wrong place)</li> </ul> </li> <li>• Traffic signal sensitivity               <ul style="list-style-type: none"> <li>- increase sensitivity of traffic signals to detect people on bikes at intersection of Station Rd/Salesyard Rd/Walmsley Rd/Ōtāhuhu station, and Atkinson Ave/Princes St (Church St/Princes St intersection already works well)</li> </ul> </li> </ul>	<p>projects for other bus routes or cycling programmes can extend the route either through the town centre, or to the south, for better connections.</p> <p>Suggestions to increase traffic signal sensitivity have been passed on to our Joint Traffic Operations Centre (who manage traffic lights).</p>
<b>Traffic calming, parking and road</b>	
<p><b>Traffic calming and speed</b></p> <ul style="list-style-type: none"> <li>• Speed tables           <ul style="list-style-type: none"> <li>- continue along Church St to discourage trucks driving fast</li> <li>- bus-friendly speed table won't slow large trucks down/discourage them from using route</li> <li>- should be designed to give impression of visually continuous footpath with Stop line before speed table at intersections</li> <li>- unnecessary as few cars on Church St and Meadow St; on Church St north of Princes St</li> <li>- would prefer traffic islands/chicanes on Meadow St over speed tables (won't work)</li> <li>- likely to encourage motorists to speed between bumps and tailgate cyclists; prefer 'bike street' design (see <a href="#">Walking and cycling</a>: Cycling separation and safety)</li> </ul> </li> <li>• Agree with removing traffic islands south of Church St</li> <li>• Do more to address rat-running down Church St</li> <li>• There have already been two children hit by cars on Church St, the new layout will be much worse</li> <li>• Need to address speeding on Ryburn Ave late at night</li> <li>• Mt Wellington Highway dangerous, high risk of accidents due to speeding</li> </ul>	<p>A bike street design is a higher cost approach than this project can justify. Traffic volumes on Meadow Street and Church Street are relatively low, but some help is needed to reduce traffic speeds, and establish the continuous priority at crossroads for cyclists along the route. Of the traffic calming treatments considered, speed bumps are the most effective at reducing speeds.</p> <p>The design of the roundabout on Church Street will slow trucks, as it will not be possible for trucks to mount this at speed. The narrowing of Church Street through the implementation of a protected cycleway and tree pits will also contribute to slower traffic speeds.</p> <p>Pedestrians and cyclists have right of way at all driveways. The design of the proposed shared paths and cycleways includes continues colour to indicate this. Recessing the Stop line so that cyclists have priority across road is not currently illegal, and not an approach AT is permitted to take.</p> <p>While completely eliminating rat-running down Church Street is not possible, this project will include speed calming on roundabouts and kerb buildouts with plants, which will reduce traffic speeds and increase user safety.</p> <p>The new design will slow cars along Church Street by narrowing the road and changing its appearance with new tree pits, and improve visibility through the removal of parking. The protected cycleway allows everyone, including children, safer transport choices.</p>

Design suggestion in feedback	AT response
	<p>Ryburn Avenue is outside of the scope of this project but this suggestion has been passed on to our Traffic Operations team for consideration.</p> <p>This feedback has been passed on to our Road Safety and Traffic Operations teams, who monitor Mount Wellington Highway.</p>
<p><b>Parking</b></p> <ul style="list-style-type: none"> <li>• Retain all/more Church St car parking           <ul style="list-style-type: none"> <li>- parking is full on weekends due to many church and sports users; many park on the berms/footpaths</li> <li>- parking full when there are funerals</li> <li>- proposal reduces available parking to less than half current amount</li> <li>- proposed on-road tree pits will further block parking</li> <li>- there is a subdivision approval for 22 units that requires no off-street parking</li> <li>- people will ignore concrete separators and park over them during church services and funerals (red markers better)</li> <li>- between Princes St and Luke St; lots of space between Luke St and the footbridge</li> <li>- reduce extent of broken yellow lines (BYLs) at corner of Luke St to retain more parking spaces; currently 5m of BYLs and there have been no pedestrian accidents at intersection in 20 years; speed humps and stop signs on Luke St will slow people down; extending BYLs is unnecessary</li> </ul> </li> <li>• Retain Avenue Rd parking           <ul style="list-style-type: none"> <li>- safer for pedestrians and shoppers</li> </ul> </li> <li>• Retain parking in general           <ul style="list-style-type: none"> <li>- otherwise people will park wherever they want</li> </ul> </li> </ul>	<p>We have conducted parking surveys to determine how much of the parking currently available on Church Street is being used. The results of these indicate that it is possible to remove some parking Church Street, while still providing parking for most situations (including attendance on Sundays). Church-goers may need to park further along the street or in side roads, but will not have to go far, and some churches offer off-street parking for their congregation. Church-goer parking on Church Street on Sundays should not affect the ability of residents to park on-street, as most arrive in the morning (whereas residents are likely to have parked the previous evening). The churches on Church Street have been involved in consultation throughout this project, and we will continue to liaise with them prior to and during construction.</p> <p>Each tree pit removes one carpark space, but functions to slow traffic by narrowing the appearance of the road and making it safer for all users. Tree pits also add to visual appeal of the area, improving the environment for those living nearby or visiting.</p> <p>We acknowledge that there are positive and negative aspects to each option for the Avenue Road section of this project. These were developed to offer different approaches for assisting pedestrians and people on bikes, and different levels of parking. Option 1 (protected bike lane and parking reduction) proved more popular with those who provided feedback than Option 2 (shared path and little parking reduction). However, as this section of the project directly affects parking on Avenue Road, we want to ensure that those directly affected (local residents and business owners) have a chance to participate in decisions surrounding the final design. As we received limited feedback from these people, we have decided to leave this section and roundabout as it is currently. We will take more time to engage with local business owners and residents, and use their insights to determine an approach that makes this space work well for everyone.</p>
<p><b>Other road</b></p>	<p>Replacing the road surface is not being done as part of this project due to cost but will be considered during routine maintenance inspections. The sections of this project that widen the road will include new kerbs and</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>Upgrade the road surface on Mt Wellington Highway to the correct asphaltic cement; the concrete centre lanes will be more driven on once T2 lanes are added, which will increase noise and bother residents</li> </ul>	<p>drains that will be made flush with the road surface. New road surfaces will be asphalt and level with the rest of the carriageway.</p>
<b>Buses and transit lanes</b>	
<p><b>Bus service improvements</b></p> <ul style="list-style-type: none"> <li>Want bus reliability and frequency improvements on route FN32 (i.e. as proposed) <ul style="list-style-type: none"> <li>improvements need to improve bus reliability in afternoon (currently reliable in mornings only)</li> <li>walking to Mt Wellington Highway is inconvenient but worthwhile if buses are more frequent and reliable</li> </ul> </li> <li>Improvements unnecessary on FN32 <ul style="list-style-type: none"> <li>route 32 currently underused; usually only between 2 and 8 people on the bus</li> <li>increasing frequency from every 15 minutes to every 10 won't make a difference</li> <li>route is already reliable, rarely congested</li> <li>wouldn't use the bus as it's too slow; much faster to cycle</li> </ul> </li> <li>Bus destinations <ul style="list-style-type: none"> <li>could have shorter, more frequent services terminating at Ōtāhuhu station, where people can change services; more reliable and good for connecting people to train services</li> <li>Sylvia Park buses need to go along Panama Rd to cater to older people there; too hard to walk from Carbine Rd to Mt Wellington Highway</li> <li>suggest frequent minivan feeder services to train and bus stations; buses should collect people from around suburb and drop to town centre and stations</li> </ul> </li> <li>Bus stop design <ul style="list-style-type: none"> <li>should have only one side open, no gaps at the bottom, to be warmer, to have one seat inside and one outside for sunny days; currently cold and windy, not enough space for umbrellas inside</li> </ul> </li> <li>Bus design and rules <ul style="list-style-type: none"> <li>remove wheelchair space; no one uses it; blocks views</li> <li>remove stickers which block views near front of bus</li> <li>ban phone use on buses</li> </ul> </li> </ul>	<p>Analysis of the bus arrival times along the FN32 route between Massey and Sylvia Park identified erratic journey times with a range of up to 17 minutes' difference between buses on the same route.</p> <p>The primary aim of this project is to increase journey reliability for bus users. Once the developments are implemented, peak time travel along this route will be more reliable by bus, and often faster than by car.</p> <p>Suggestions for changes to the bus frequency and service location have been passed to our bus network planners for review.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>- check tickets more often; change colour of senior passes so others can't use previous year's pass</li> </ul>	
<p><b>Transit and bus lanes</b></p> <ul style="list-style-type: none"> <li>• Proposed T2 lanes will improve Mt Wellington Highway               <ul style="list-style-type: none"> <li>- will improve confusion caused by current road design; people crossing multiple lanes</li> <li>- need more throughout area</li> </ul> </li> <li>• Don't install T2 lanes               <ul style="list-style-type: none"> <li>- route is too busy for T2 lanes; will increase congestion</li> <li>- T2 lanes ineffective</li> <li>- retain four lanes for general traffic</li> <li>- bus lanes from Atkinson Ave past Portage Rd dangerous as cars merge into bus lane late, don't indicate long enough</li> </ul> </li> <li>• Change priority of T2 lanes               <ul style="list-style-type: none"> <li>- prefer T3 lanes + trucks to improve bus priority</li> <li>- make dedicated bus lane</li> <li>- allow electric vehicles in T2 lanes</li> </ul> </li> <li>• Extend T2 lanes               <ul style="list-style-type: none"> <li>- to Clemow Drive</li> <li>- full length of Mt Wellington Highway</li> <li>- to Panmure; always heavy traffic near Mobil station at Penrose Rd</li> </ul> </li> <li>• Other routes               <ul style="list-style-type: none"> <li>- install bus lanes on Great South Rd between Manukau and Papakura to make services along there more reliable, especially in the afternoon</li> </ul> </li> <li>• Enforcement               <ul style="list-style-type: none"> <li>- existing T3 lane on Walmsley Rd toward Māngere Rd is abused by cars with fewer than 3 passengers because too difficult to turn left at lights from other lane; suggest policing and fines</li> </ul> </li> </ul>	<p>AT is aiming to offer frequent, reliable transport options to allow more people to get where they want to go easily, and transit lanes transport more people per hour than traffic lanes.</p> <p>In Auckland, approximately 90% of cars have only the driver in them, meaning that one person occupies the area of road space needed for their car plus the car's safe braking distance. With buses, there are far more people per area of road space. This road space efficiency effect is so large, that even transit lanes that appear quiet can have three times as many people in them than in a busy traffic lane. Offering reliable, frequent bus services therefore reduces congestion for people and the amount of cars on the road.</p> <p>Installing T2 lanes will not take space away from vehicles, as the current two lanes are extremely wide (and we will be changing them to four standard-width lanes). This allows space for vehicles, while also providing space for buses and other high occupancy vehicles to move a large number of people.</p> <p>The main aim of this project is to allow the movement of many people along this route, hence the use of T2 lanes. Any vehicle transporting more than one person (including electric cars), may use these lanes.</p> <p>The extent of the proposed T2 lanes were studied to identify locations where they assist buses the most, and have been designed accordingly. It is not necessary to implement these all the way along Mount Wellington Highway, as this is likely to create further delays for other road users at intersections.</p> <p>Suggestions about other bus routes and enforcement of T3 lanes have been passed on to the appropriate teams for consideration.</p>

Design suggestion in feedback	AT response
<b>Aesthetic and other</b>	
<p><b>Plantings</b></p> <ul style="list-style-type: none"> <li>• Plant trees/vegetation on Church St north of Princes St; currently there are few and they are low quality and not well looked after</li> <li>• Retain berm and 17 trees proposed for removal along Church St (between Avenue Rd and Princes St); only 8% canopy cover in area and berms necessary for water absorption</li> <li>• Proposed on-road tree pits unnecessary, will block parking</li> <li>• Minimise tree removal; attract birds and are nice close to motorway</li> </ul>	<p>This project has considered trees, grass verges and planting carefully as part of the design process. Some trees will be removed, but as we are introducing new, native planting, overall the number of trees in the project area will be the same. This project will also add more grass verges, planters at speed bumps, and planting to existing grass verges.</p> <p>Berms are beneficial, but not necessary for drainage. This project removes some berms, but the resulting rainwater will be dealt with by drains in the road.</p> <p>Each tree pit removes approximately one car park space but functions to slow traffic by narrowing the appearance of the road, and making the safer for all users. Tree pits also add to visual appeal of area, improving the environment for those living nearby or visiting.</p>
<p><b>Lighting</b></p> <ul style="list-style-type: none"> <li>• Fix and improve street lighting along Mt Wellington Highway</li> <li>• Proposal designs show light on southwest corner of Church St and Luke St where there is currently a tree; should be placed on southeast corner instead</li> </ul>	<p>Street lighting levels have been assessed, and will be updated to current standards where needed as part of this project.</p>
<p><b>Footbridge linking Meadow Street and Church Street</b></p> <ul style="list-style-type: none"> <li>• Make wide enough to accommodate separated cycling and pedestrian lanes in future if demand increases substantially</li> <li>• Reconsider upgrading footbridge, lots of rubbish here already</li> <li>• Improve stinky swamp underneath bridge as well</li> </ul>	<p>This project hopes to gain approval from Watercare to place a wider surface on top of the existing pipe bridge foundations. The weight of a very wide deck is too great for the existing concrete foundations to support, but we are able to provide a deck 3m wide surface, which is the same width as a standard shared path, as well as upgraded fencing and new lighting. This offers people a quieter cycling route than using Atkinson Avenue, and in future years will connect to improved paths in the reserve.</p>

Design suggestion in feedback	AT response
<p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Not enough space for bins as it is, and numbers of bins will be increasing from 2 to 3; bins often fall onto road on Church St; waste collection needs to be factored into design</li> <li>• Poor consultation <ul style="list-style-type: none"> <li>- map in brochure (with north in wrong direction) shows AT don't understand area</li> <li>- feedback form biased</li> <li>- haven't consulted local businesses</li> <li>- too many white people in images in brochure, doesn't represent population of Ōtāhuhu area</li> <li>- not enough notice provided for Church Street walkover; no one home on a Thursday afternoon</li> </ul> </li> </ul>	<p>The cycleways on Church Street will be wide enough that people on bikes can still pass bins, provided they are placed correctly at kerb line. We will include advice on how to correctly place bins in our future communication with Church Street residents about this project..</p> <p>We apologise for the misplaced north arrow in the brochure, and hope that this has not caused any confusion.</p> <p>Consultation information was made available to the public via a brochure sent to residences and business in and surrounding the project area, information distributed by the local business association, a website containing plans, concept images and an online feedback form, emails with links to the project website circulated to key stakeholders including the local business association, cycling advocates, and emergency services, two “drop in days” held at Tōia, a media release, two ads placed in the Manukau Courier, and social media advertising.</p> <p>AT Project and Stakeholder Managers also conducted additional walkovers, personally visiting directly affected homes and businesses. As this section of the project along Avenue Road directly affects local residents and business owners, we want to ensure that those directly affected have a chance to participate in decisions surrounding the final design. As we received limited feedback from these people, we have decided to leave this section and roundabout as it is currently. We will take more time to engage with local business owners and residents, and use their insights to determine an approach that makes this space work well for everyone.</p> <p>Comments about representation of local communities have been noted, and will be taken into consideration when developing consultation material in the future. We are working to improve the diversity of the library of images we draw upon for material such as this.</p>

